



MEMORANDUM

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To: Tom Kahle
From: Darryl James, AICP and Jennifer Peterson
Date: February 22, 2007
Subject: Great Falls South Arterial Public Meeting Memo #1

Darryl James from HKM Engineering provided a brief presentation that gave the history of the project and explained the project development process. Comments were then taken from those in attendance. The following is a list of the comments received at the meeting. We are compiling all the written comments as we receive them.

Comments received during the Great Falls South Arterial Public Meeting

Trucks may not use a southern alignment.
Plan for the bridge over the Missouri to be six-lanes.
The Airport Interchange is a hazard.
How do you deal with the potential neighborhood impacts?
Consider a new interchange.
The aerials we are using need to be updated.
Fed/Ex and Malmstrom require that the analysis be multi-modal.
Fox Farm Road is too narrow.
What will be the mitigation measures for the residential areas?
Look at a terminus south of Gore Hill Road.
What will be the noise impacts from trucks?
People are not going to divert from 10th Avenue South.
Will trucks use the route if it is designed as an Arterial?
Access should be limited.
Grade separate the intersections.
This project should have been done 20 years ago!

The road will need some access.
Will the road be concrete or asphalt?
The islands on the Missouri are pristine – try not to affect them.
Plan for growth and preserve the right-of-way now.
How far apart would the access points be?
There needs to be a crosswalk between Upper and Lower River Roads.
Can road pass through the floodplain?
There is an intensifying deer population.
What constraint is untouchable?
Consider residential impacts!
Look at an interchange at Ulm.
Think about the termini...
Don't focus on the Gore Hill interchange.
Keep the road access controlled.
We don't need the road.
There are not a lot of options for alignment as you look at constraints.
Most trucks appear to be Canadian.
Is there funding?



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To: Tom Kahle

From: Darryl James, AICP
Jennifer James

Date: November 19, 2007

Subject: **Great Falls South Arterial Alignment Study
October 9, 2007 - Public Meeting Summary**

NOTE: This is the final version of this memo prepared after the close of the comment period on November 9, 2007.

Darryl James, of HKM Engineering, provided a brief presentation that gave the history of the project, the project development process, the Quantm software and the range of alternatives being considered. Questions and comments were then taken from those in attendance. There were 128 people that signed in at the meeting. The following is a list of the comments received at the meeting.

Comments received during the October 9, 2007 Public Meeting Question and Answer Period

- What would the alignment look like?
- Where would the intersections occur?
- How will access work?
- What will happen to Huckleberry?
- What is the funding source?
- How large would the bridge structure be?
- I this the same study that was completed 30 years ago?
- What is the time frame for construction?
- Is a 2-lane bridge more feasible than a 4-lane bridge?
- Are there any developers involved in the project and if so who?
- Are the costs estimated at 2007 prices?
- Does cost include right of way cost?

- Does cost include intersection cost?
- Will used car lots be allowed near the new alignment?
- Has there been a cost/benefit analysis completed?
- What would be the elevation of the new alignment over Lower River Road?
- Are you aware that the Gibson Flat area is a swamp?
- There are some businesses near the proposed alignment that need to be taken into consideration.
- Lower River Road and 13th are both major routes that need access to the new alignment.
- Will there be any noise or visual mitigation measures?
- Does the map illustrate planned development?
- Is it possible that the Railroad would be abandoned eliminating the need for an elevated alignment?
- The South Arterial will destroy the Fox Farm area!
- Have litigation expenses been included in your estimates?
- People will not travel out of direction to use this alignment.
- Who is the prime user?
- Why would the alignment not tie in before Gore Hill?
- Is this a 70 mph highway?
- Will the new alignment take traffic off of 10th Avenue South and hurt businesses?
- It appears that the alignment goes through the new Ice Arena.

Written Comments received as of Oct. 11, 2007

Nine respondents preferred the Red alignment, two for the Blue alignment, and two for the Green alignment.

Fourteen respondents ranked the goals. The following shows the average scores in order of preference:

- 1** (score = 3.3) Reduce congestion along 10th Avenue South and numerous other urban arterial collector streets.
- 2** (score = 1.9) Improve safety and mobility throughout the Great Falls transportation network.
- 3** (score = 2.4) Provide additional Missouri River crossing essential for efficient emergency vehicle access.
- 4** (score = 3.8) Improve an international and regional trade corridor.
- 5** (score = 3.1) Improve air quality by reducing congestion as well as stopping and idling times.

Comments Sorted into Categories

The speaker was very knowledgeable. I am sure he and the design team are open to issues people have that are real issues. When it comes down to it, most people here tonight are here because of impact on their land and not with information about the real goals of the project. That other input is important too. Thank you for the change to hear and see more about this.

Flexibility for future needs should also be considered. Well organized meeting and sharing of information. Questions handled well.

Opposed to Project

The Fox Farm area is the only rural residential area in Cascade County where residents take care of their property. This is largely due to the lack of main roads. The South Arterial would absolutely ruin the only safe, quiet and nice rural area in Cascade County. Rezoned commercial property would not benefit the Fox Farm area. I would like to see the arterial linked up with the existing 10th Avenue (Warden Bridge). The route also provides no real community benefit. Trucks are unlikely to drive south to go north either. It is an expensive new road that will bypass Billings to Helena traffic. I do not see that the benefits outweigh the costs, especially since one of the best rural areas in Cascade County will be ruined as a result.

Other issues that should be considered are existing houses and devaluing property.

I don't think any of the goals above are important enough to justify the expense of this project. I don't think we have a \$150 million problem to solve. Send this cash elsewhere. State lands? Are they involved in this arterial at all? There are many, many roads in this county and other counties within this state that need work and could truly use these funds. Please don't waste tax payer dollars where there really is not a strong need!

None of the goals will be met by the proposed alignments or need to be met. The only possible priority would be to provide an additional Missouri River crossing. Other issues to consider; what roadway would look like, development along side of roadway, and frontage roads taking additional space. The preferred alignment would be the one furthest from 45th Ave. SW (my home). I don't see that this project meets stated goals. Additionally local traffic options are poor based on the limitations for on and off the highway. Won't benefit the community. It will ruin the very nice area of Fox Farm. We have moved here from Southern California to get away from traffic and congestion. Please don't destroy the beauty of Fox Farm.

The proposed alignments do more harm than good. They all run through the fastest growing areas of Great Falls and all will disrupt the orderly growth which is taking place in this area. The project should either be scrapped or, if built at all, placed much further to the south.

Consider long-term growth around Great Falls, where do we really want things to grow. None of these alignments are preferable because of cost-benefit to the area. Please get better input on long-term growth first before pursuing this project.

Issues that should be considered are views of existing homes. None of the alternative is preferable. I believe it needs to go further south. We need a road to improve our potential for growth.

Great Falls South Arterial-- The red, green and aqua routes converge on the east side of the Missouri River passing directly through three subdivisions with recently built homes and many others under construction. All three routes together with the blue route to the North are within the Upper/Lower River Road Water and Sewer District, which has recently completed a multi-million dollar water and sewer project, and is about to undertake another. The Pearson Addition, Southridge condominiums and Gene Thayer's new development when fully developed will contain approximately 100 homes. Routes blue and aqua pass directly over wet lands on Taylor Island in addition to residential areas on both sides of the river. There is also a power line corridor from the West side of the river, across Taylor Island to the East side of the river. We suggest that existing roads such as Fields road, junction of Lower River Road and Montana 226, proceeding to Fields Road, to Montana 227, connecting to US 87/89 be considered.

I am not really sure if the south arterial is really needed. By moving the road out into the county are you not reducing air quality there and introducing noise pollution in other wise nice areas. If I had to choose between the 5 routes listed it would probably be the aqua or the blue. They are closest to the city. If the red, green, or yellow were developed they would most impact boating recreation on the river. The area down by dead mans corner and up by white bear is heavily used in the summer by boats. It is one of the widest and less plagued by sand bars areas on the river. It has been called wake board alley. The aqua route just cuts through the tip of the island and appears to have the least affect on wetlands. Also only on side of the island is really accessible by boats during most of the year. Of course the blue route is the closest to the city and roads would be closer. However it does cut through the center of a wet land. The yellow route cuts through the center of one of the few wet land s left along the shore. This area is full of wildlife. Which I have watched for years. This year we had eagles nesting up river a little ways from this proposed route. Also this area is full of deer, cats, fox beavers and many different birds. It is one of the few places you still see stands of cotton wood close to the city. So much of the river front has been developed and this is still such a large natural area. I love kayaking along over there you never know what you will see. Also this route cuts through the Lewis and Clark portage area the most. This is a piece of important history. Also besides having a difficult river crossing there is the slew on the other side of Whitebear which is a natural habitat in its self. The bridge would also have to deal with the rail road at this option. The area would be destroyed by the bridge and in the name of progress. The red option is the lowest cost option although it would affect river recreation also. The subdivision is not yet built along the river and maybe the developers could compensate for the noise easier then in an already existing subdivision. Personally I don't feel this is needed but the aqua route or the blue route would be less

disturbing and the cost differences for a project this size between any of the options is not that great.

The creators of this project have not conclusively thought through each of these routes. Of the five routes being considered, it appears that the Aqua route would be the best suited. This is based on the several reasons. First, the yellow route, i.e. the furthest south, is projected to go through the center of the wetlands. This will cause severe environmental impact on the wetlands, because the building process will destroy the area physically and the noise pollution itself will reduce the amount of animals that consider this a habitat, including a family of three bald eagles that have lived in the area for years. This projected route will also be put through an existing subdivision. Furthermore, the yellow route is projected to be built over White Bear Island, which has a historical significance to the Lewis and Clark trail. Both the red and green routes are also to be built through one of the most thriving wetlands south of Great Falls. This route also has a detrimental effect to the recreational users of the river. This is because both the red and green routes cross the river in the middle of a popular and safe boating area that is constantly used for recreational water sports. This is because it is one of the few areas that allow large inboard, and inboard/outboard to drive safely based on the given depth. With a bridge being built, the bridge supports will congest one of the heaviest used passageways on the river from Broadwater bay to the booming area of big bend. The blue passageway, i.e. the one that is the farthest to the north also crosses through the middle of a wetlands area. Finally, the aqua route, i.e. the second farthest to the north, shows to have the least impact on the wetlands, and the environment. This site would also allow for the bridge supports to be placed on the island and the eastern fork of the river, which is a passageway that cannot be navigated based of its lack of a deep-water channel. This would allow the main passageway to remain free of congestion. Furthermore, this route does not go through a preexisting subdivision, which would allow for any future subdivision to build itself in a manner to help with the noise pollution. Note, if any other routes were plausible, it would be a route that was near the very bottom of the arterial corridor so that it completely missed the subdivisions south of town, followed the arterial boundary until the crude oil pipeline, and proceeded north paralleling that line. This would have the least impact on the environment and would avoid almost all of the existing subdivisions around great falls. The best alternative to these routes would be to have a north arterial, but you have already made this decision for the public.

The idea of placing highway according to the yellow, green, red plans indicated on the map will have very negative effects for the citizens of Great Falls. The yellow plan involves disturbing the historic district located on white bear island. Not only does this area contain monuments to Lewis and Clark but also supports the habitat of many animals. This area has even been noted to be home to families of bald eagles. The red and green plans also contain negative effects, because both of these plans affect areas that are strong in water recreation sports for the citizens of Great Falls. This will ruin a part of Great Falls' economy as well as destroy activities that many people in Great Falls enjoy. These three plans, yellow, green, and red contain many

negative effects for the people of Great Falls. They will create harmful effects on the environment, animals, history, economy, and life style of Great Falls Montana. Clearly these plans threaten many of the things that make Great Falls a fantastic place to call home.

I am opposed to the Great Falls South Arterial as proposed at the February and October Public Meetings. This project was proposed almost 30 years ago and if a route had been picked at that time, the many homes, streets and buildings that currently exist along this proposed route would not have been built where they presently exist, and the project would have had a chance. This proposed route will detract from some of the nicest residential districts that exist in Great Falls and if built their value diminished immensely, and neighborhood esthetics significantly reduced.

Character of Roadway

Long-term growth and development opportunity should also be considered. The alignment should look, feel and drive like a parkway – wetlands, trees, bushes, grass, natural significance and historical significance.

There has to be no business built-up adjacent to the arterial

Need to build in school bus pull outs – similar to Vaughn.

Visual impact should also be considered. The interchange should be located further south.

No Casinos allowed on the by-pass. No Bars allowed on the by-pass. Red alignment is preferred because of cost. 4- lane, controlled access.

Support for Project

This is needed for the future of Great Falls!!

I attended the meeting last night at the Great Falls Civic Center. I know there were many concerns expressed and good questions asked but overall I felt the demeanor of the crowd was more inquisitive than divided. Certainly some are very concerned and a few with very good reason. Some friends of mine who it appears could be completely displaced by the proposed project and only recently completed their home were among those upset. Certainly, these types of impacts should be held in top priority but some will just have to move to help our community expand. Those who feel this is an unnecessary project and will destroy their neighborhood should have moved out a little further. We all want our acreage as close to town as possible but that is not what cities are all about.

Alignment Preference

The Red alignment appeals to me for several reasons. The cost is the cheapest, shortest bridge, lowest ROW and the 4-lane option would benefit the growth of great Falls and allow me a quicker access to Malmstrom AFB.

The Red alignment is the most cost effective. The Green is good, but the most costly. Build it within one of the proposed routes.

An alignment as far south as possible is preferable. I feel traffic on 10th Avenue will not change! This needs to be a by-pass not an arterial. Your current maps need to be on the internet.

An additional issue of concern – potential MAFB runway issues – not currently resolved. The preferred alignment would be the Blue until they intersect near Gibson Flat Road and then switch to Red. The citizens of Great Falls always state they want the community to grow but “not in my backyard” you cannot have development without change. GOOD JOB!

Of the optimized alignments, the Red route, which is also the shortest and cheapest appears to approach the Missouri River crossing in the most effective and stable crossing location, making it the most preferable of the 5 alignments.

Climbing Gore Hill should be eliminated in favor of Exit with Flood Road and the elimination of the Railroad. Connections should be made on Flood, Fox Farm, Lower River Road, Upper River Road, 4th, 9th, 13th, 25th, 30 something, 42nd and 56th. Blue is preferred because it is closed to 10th and people. Yellow would be preferred long-term.

We like the red alignment. Overall urge financially feasible. Less ROW less cost to build bridge. Just a better overall route. We believe there should be an exchange at the lower river road that also gives access to upper river road. Lower River Road is a main arterial to residents living to the south of Great Falls. There should be an interchange at 13th St. as this is a well traveled for people living to the south of town.

The best route is the blue. It is closest to the city and infringes less on the country. The yellow route shouldn't even be considered it cuts through the Lewis and Clark portage and would most destroy a historical place.

Of the five routes being considered, it appears that the Aqua route would be the best suited. This is based on the several reasons. First, the yellow route, i.e. the furthest south, is projected to go through the center of the wetlands. This will cause severe environmental impact on the wetlands, because the building process will destroy the area physically and the noise pollution itself will reduce the amount of animals that consider this a habitat, including a family of three bald eagles that have lived in the area for years. This projected route will also be put through an existing subdivision. Furthermore, the yellow route is projected to be built over White Bear Island, which has a historical significance to the Lewis and Clark trail. Both the red and green routes are also to be built through one of the most thriving wetlands south of Great Falls. This route also has a detrimental effect to the recreational users of the river. This is because both the red and green routes cross the river in the middle of a popular and safe boating area that is constantly used for recreational water sports. This is because it is one of the few areas that allow large inboard, and inboard/outboard to drive safely based on the given depth.

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based on the project map it appears that the aqua route will have the least impact on the environment", and that " the yellow route would be destroying the integrity of the Lewis and Clark trail

feilds road should be considered as the southern arterial .you already have the right of way and that would tie in half of your project, from the missiouri river to the east at the sand coulee/ stockett highway.

Concerns

How will this new alignment affect the regional prison? (Public Safety Issue)

Looking at the map there are three businesses. Locations in Gibson Flats – Mickeys Packing Plant, Northwest Junk Yard and Liberty Electric. Red alignment is preferable because of price. Do not let them build businesses along the bypass.

Northern Alignment

The traffic on 10th Avenue South is 95% us, i.e. those of us who live in and around Great Falls. Through traffic on 10th is primarily from Canada to points East, Lewistown, Billings, Denver, etc. As proposed the new route will do little to attract local traffic as it will be too far south for residents to use effectively and the through trucks from Calgary to Billings will continue to use 10th as it will be shorter and easier to negotiate. If the south route is to be effective, it needs to be on 24th Ave So or no further than 33rd Ave So and allow entry and exit at Fox Farm Road, River Road, 13th Street, and 25th Street at a minimum. It should be fashioned after the exiting NW bypass and it might have a chance. However, going up Gore Hill in the vicinity of Bel-View will destroy that area, and provide little if any access for anyone to anywhere.

In the early portion of your "Alignment Study" you considered a North route which was thrown out as too expensive, primarily due to crossing the Missouri near Rainbow Dam with an extremely expensive high and long bridge and it went so far north, that even you

realized no one locally would use it. What you overlooked, in my opinion, is a much easier, cheaper alternative which would utilize the existing NW bypass and the NE bypass and connect them with a bridge across the river. Starting from the intersection of the NW bypass and 3rd St NW, across the Missouri near Sacajawea Island and intersecting River Road near the horse shoe pits by the 6th St No underpass. This would utilize almost 10 miles of existing roadway, 6 miles of which is already 3 or 4 lanes wide and the remaining 4 miles of 2 lane road could be updated to 3 or 4 lanes for fractions of what the South Arterial proposal is suggested to cost. This would make for a 10½ mile long bypass from 10th and 57th streets to Emerson Junction that would allow through trucks etc to traverse Great Falls, missing 10th Ave So and do so in about 15 minutes. It also provides an alternative to 10th avenue south traffic for local residents along the entire route. (I personally drove it, added a minute for the bridge that is not there, and covered 9.8 existing miles of roadway in 14 minutes). This option answers all 5 of your goals listed on the comment sheet far better than the South Arterial proposal and does it for a small fraction of the cost, and does not threaten neighborhood after neighborhood with new 4 lane roadways.

If you are serious in trying to improve the traffic flow in Great Falls, you should not overlook this option as an economical, intelligent option.

Comments Received by Project Team at the Meeting

- Will the map showing the alignments be on the website? (multiple requests for this)
 - Consider Vinegar Jones' homestead (no physical remains, though)
 - Why not go further south, avoid most of the existing development conflicts?
 - Why not go north where there is just farmland and no one will be affected?
 - Isn't the main intent to bypass town?
 - Isn't the reason for this to get the trucks off of 10th?
 - The route should have gone north up Fox Farm and tied into the interstate below Gore Hill.
 - The RR along Flood Rd and 14th St SW should be abandoned and the route go up the ROW and tie into the interstate near Exit 0.
 - Have you looked at Fields Road alignment, following tracks?
 - Dave Sutton, County Rd Supervisor and TAC member asked this
 - Have you looked at a north rather than a south arterial?
 - We need to know where the access points will be before we can choose an alignment.
 - How close can a house be before you buy it?
 - What will be the funding source? Is it fundable?
 - We did this 30 years ago. What makes you think it will get built this time?
 - What kind of timeframe can we expect?
- Who are the private developers on board, and what is the criteria for them to get on board?

- If a South Arterial goes through, will it become a State route? What will happen to 10th? Who will maintain both routes? Has that cost been factored in?
 - Dan Rice asked this
- Is there a cost assigned to the development of critical intersections?
- Will it all be used car lots along it?
- Do we have enough funds for a full environmental review?
- Has a cost benefit analysis been done?
- Are the 5 routes set in stone?
- Are there any specific design features to mitigate noise impact, impact on view, etc?
- Has the swampy ground of Gibson Flats been considered?
- If the RR is abandoned, this could reduce the cost.
- The south arterial will destroy the rural nature of the Fox Farm area.
- Is this designed as a 70 mph roadway?
- This will take out of towners around down, not through it. How will this benefit the community?

E-mail Comment Received

Cheryl,

I need your input on the southern arterial issue. I have serious concerns about it.

One of the proposed routes would go behind my home. It would run through state land and across an island. Cheryl, I just can't see this. This tract of land is a beautiful piece of open space. It and the island are home to deer, fox, beavers, muskrat, hawks, cranes and numerous species of birds. We hear over and over again how valuable open space is and, yet, time and again Montanans attempt to destroy it.

The court upon which I live is a great example. It was originally platted for 8 homes. It has 11. I have to assume the additional plats were created in order to make more money - probably for the developer and the city, too. We're pretty squished. 8 homes would have been much better.

My thoughts on some of the issues raised with regard to the arterial:

The emergency vehicle issue: I can understand the argument that emergency vehicles encounter problems with traffic on 10th Ave. S. However, I'm thinking that building a southern arterial would effect very little change in this situation. First of all, a lot of the traffic is due to people shopping on 10th. The shoppers won't be using the arterial. Also, there are fire stations all over town. How many times does an emergency vehicle have to run all the way down 10th? Would these vehicles really use a southern arterial? Maybe - occasionally. We could find out.

The convenience issue: There are days when I'd like to be able to zip to the other end of town by bypassing 10th, but there aren't **that** many. I will happily travel through stop-and-go traffic in order to maintain the integrity of the land south of town.

The pollution issue: There may be some air pollution issues due to traffic on 10th, but that doesn't justify bringing pollution to other areas. Also, the wind usually makes pollution issues moot.

The state land issue: Perhaps you can clarify for me how state land can be used for a project such as this. State land cannot be purchased outright. It has to be exchanged for a

parcel of equal or higher value. It can be leased, but for a highway?? I can't see it. What kind of return would the state education system reap from that?

The relocation issue: What about the people who would be removed from their homes? That's pretty serious business. Unless this road is absolutely guaranteed to make life so much easier and better than it is now, I sure wouldn't want to take anyone's home away from them.

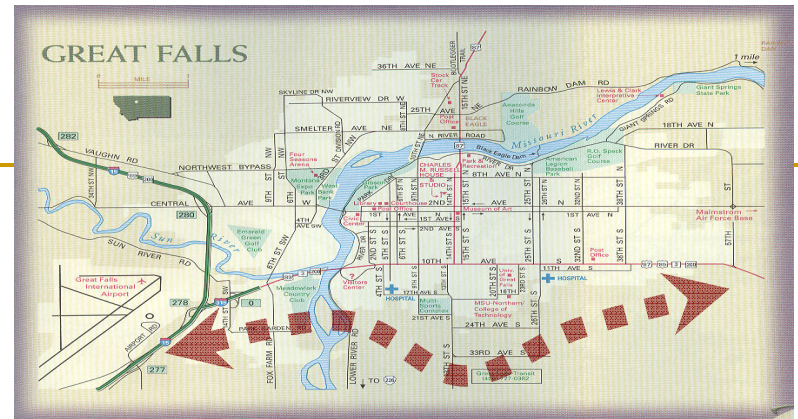
Who is actually pushing for this? I have to admit that I'm thinking it's development people. It's just not worth it, Cheryl. We need to fight for our open spaces and the habitat they provide for wildlife and vegetation. After all, Montana's open space is a major draw to out-of-staters and businesses who relocate here. Why do we want to wreck one of the most attractive areas in our community by running a highway through it? The unimpeded stretch of the Missouri River south of the Country Club is priceless and we're talking about putting bridges and highways over it.

There seem to be a lot of unanswered questions about this project. It's also a tremendous amount of money. We could do a lot of great things with that much money.

Please give me your feedback, Cheryl. I appreciate your time.

Jenny

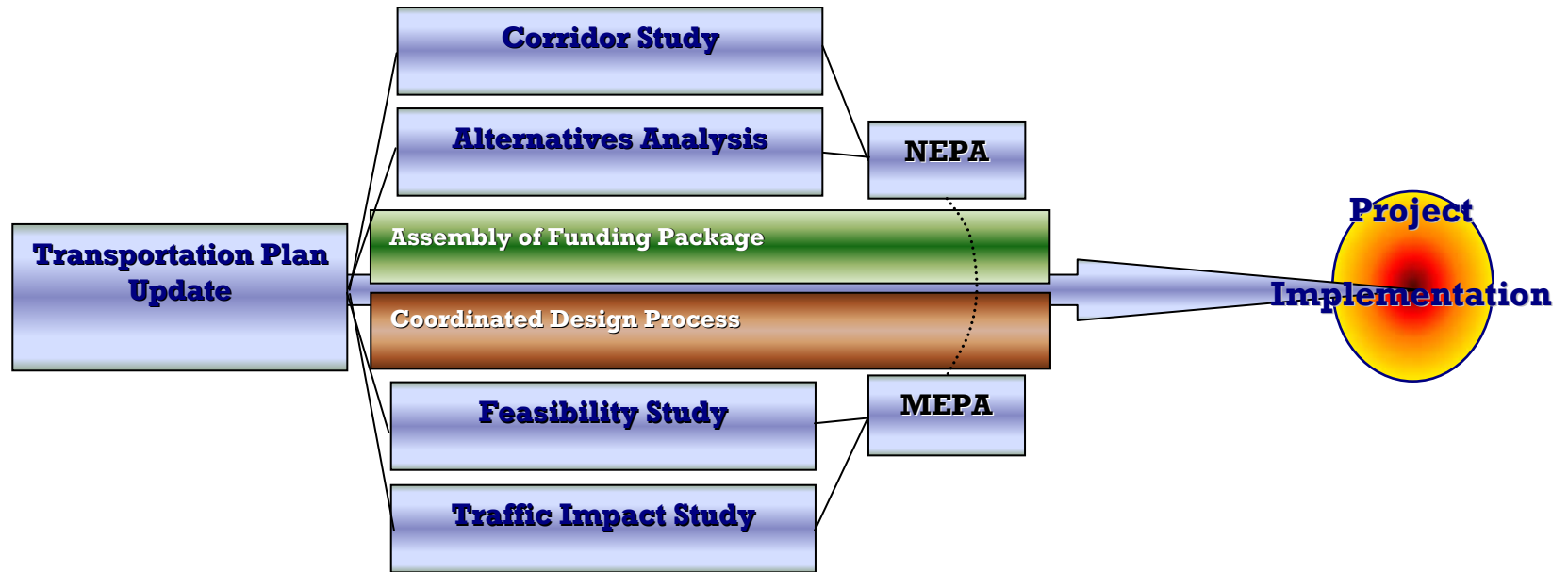
Great Falls South Arterial Alignment Study



Project Team

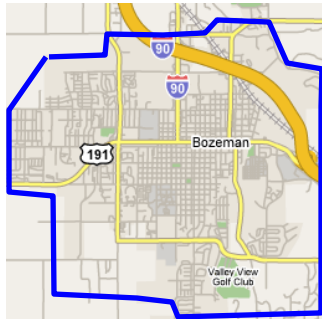
- Montana Department of Transportation
 - City of Great Falls/Cascade County
 - HKM Engineering
-

Project Development Process

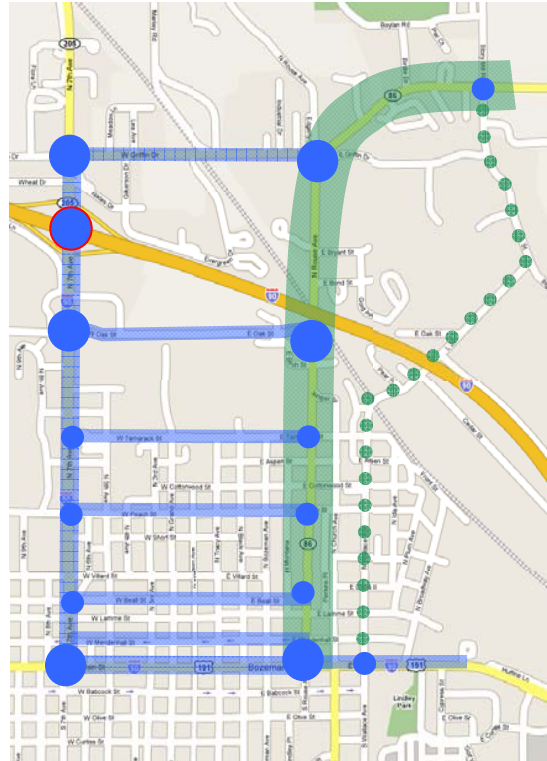


Project Development Process

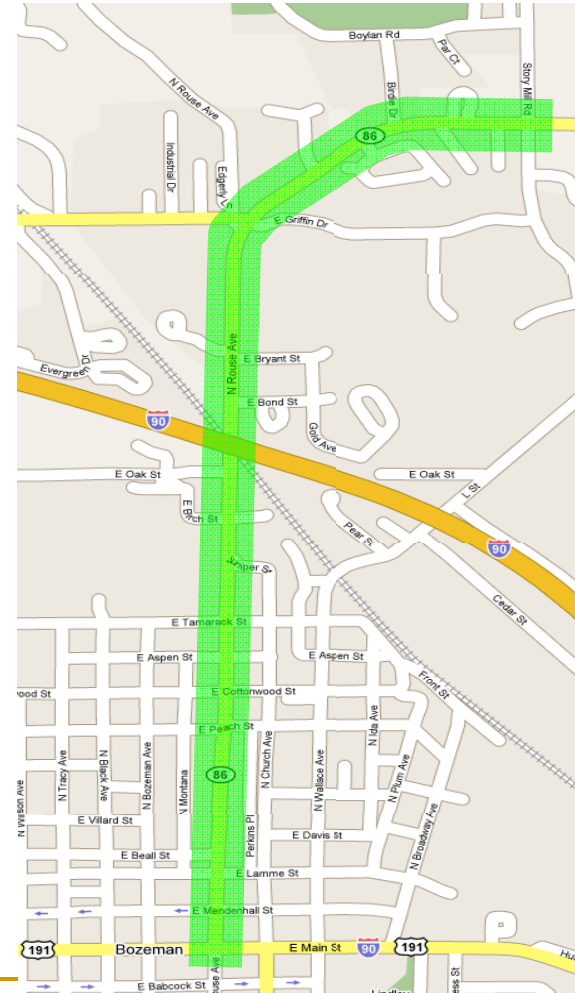
Transportation Plan



Feasibility Study



Alignment Analysis and Design



Project History

- 1968 – Studies began
 - 1981 – Economic downturn prevented ROW acquisition
 - 1988 – “Midgetman” deployment caused Malmstrom to briefly consider arterial
 - 1993 – NAFTA gave purpose and function to arterial
 - 1994 – City and County Commissions adopt resolutions supporting arterial
 - 2000 – Arterial included in Transportation Plan
 - 2004 – Feasibility Study Completed
-

What has been completed to date?

■ Feasibility Study Findings

- ❑ Improve Safety and Mobility
 - ❑ Improve Air Quality
 - ❑ Enhance Juncture of CANAMEX and Camino Real
 - ❑ Catalyst for Long Term Local and Regional Economic Development
 - ❑ Improved Access
 - ❑ Positively Direct Future Orderly Growth
 - ❑ Address Malmstrom AFB Operational Concerns
-

Purpose of the *Alignment Study*

- To Identify Optimal Alignments for the South Arterial
 - Minimize cost
 - Minimize impacts
 - Avoid environmentally sensitive areas
 - Optimize safety and operations
-

Quantm

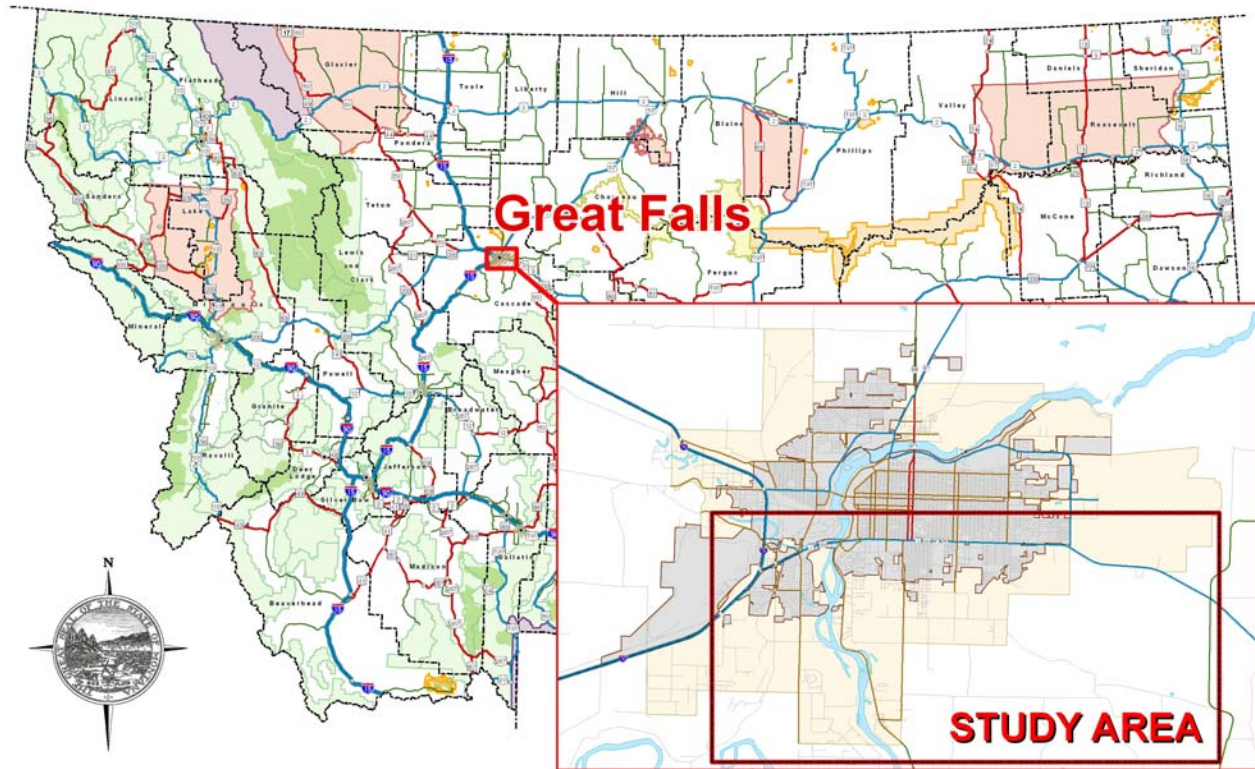
- New planning tool
 - Successfully used in other areas of the country
 - Confident in data output
-

Recent Public Outreach

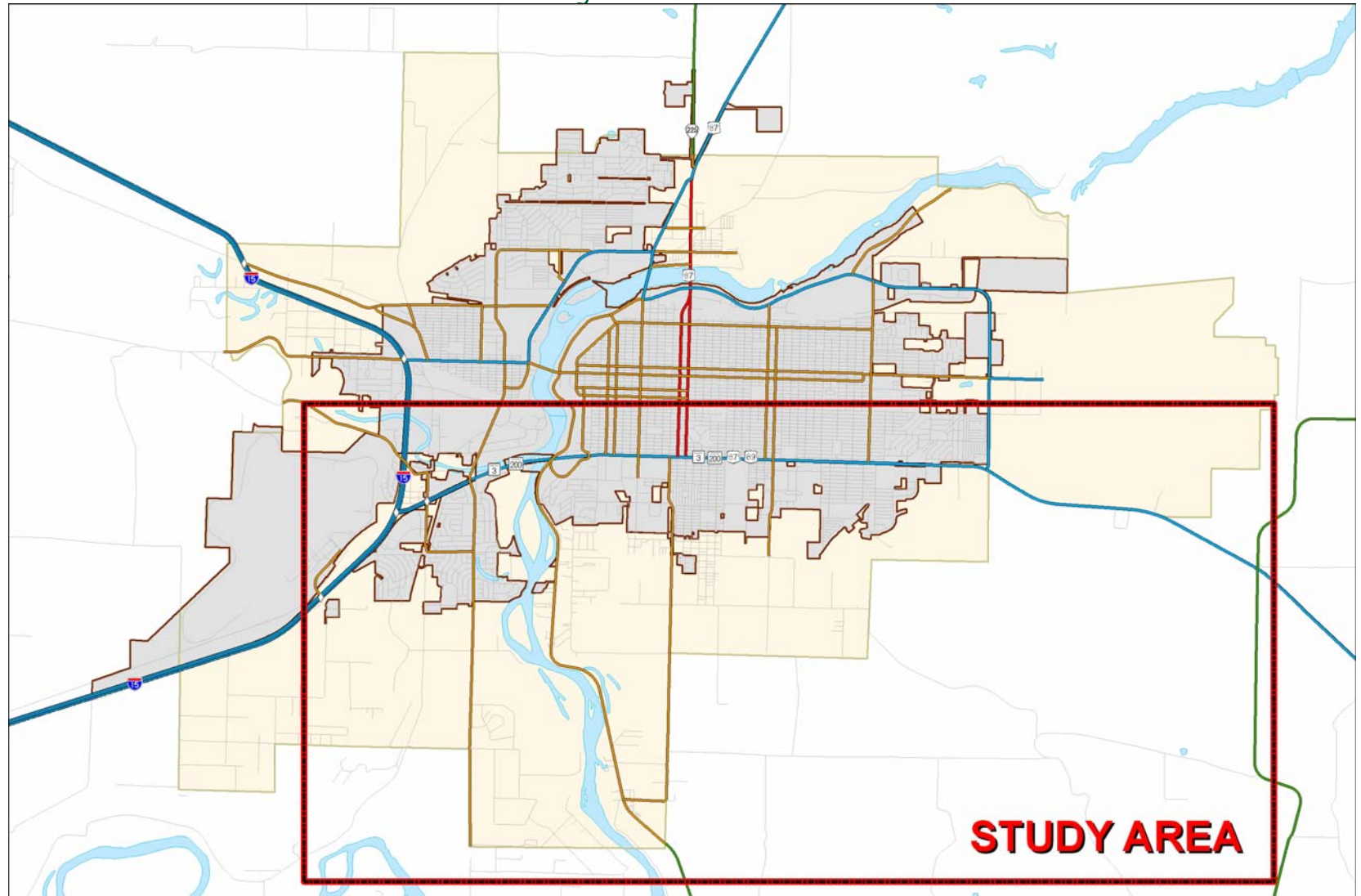
The community has been talking about this project since the late 1960's.

- July 24, 2002 – Public Information Meeting #1
 - July 30, 2003 – Public Information Meeting #2
 - December 17, 2003 – Public Information Meeting #3
 - Project Web Site
-

Study Area



Great Falls Study Area



Map Legend

- Aviation Area
- Sensitive Area
- 150-foot Flood Area
- Waterways
- Drainage
- Park
- Abandoned Mine
- Landfill
- Crude Oil Pipeline
- Existing Underground Storage Tank
- Underground Storage Tank
- Public Water Supply

Great Falls South Arterial Alignment Study

PREPARED BY THE
STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION
ROAD INVENTORY AND MAPPING SECTION
Created February 2007 or revised if using desktop. Edit the
ROAD INVENTORY Data File Montana I-90 2007 File
path\RoadInventory.mxd

MDP
working with pride

Known Constraints

- Malmstrom AFB accidental potential zones (former)
 - Parks
 - Cemeteries
 - Developed residential areas
 - Wetlands
 - Floodplains
 - Hazardous materials
 - Abandoned mines
 - Public water supplies
 - Topography
-

What are your major issues and concerns?

- What are the primary transportation needs for the facility?
 - What are the travel concerns?
 - What are the most logical termini?
 - What are some major opportunities and constraints?
-

What goals and objectives should be used to evaluate alignment options?

Next Steps

- Alignment Modeling – Quantm
 - 2nd Public Meeting to discuss alignment and screening process
 - 3rd Public Meeting to present proposed project and route location
-

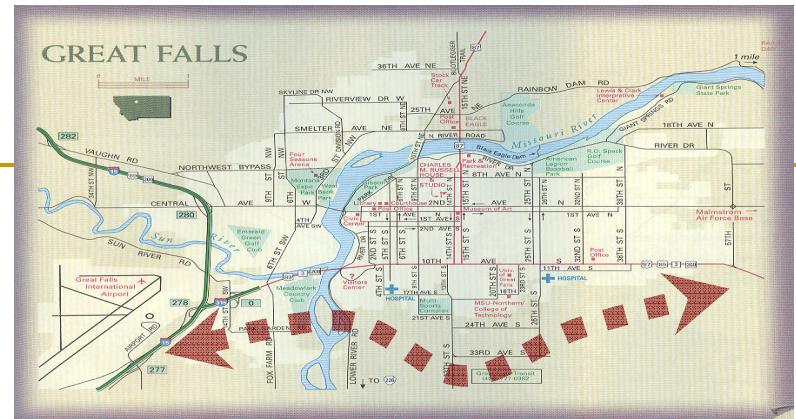
Overall Schedule

2000	2004	2007/2008	earliest start - 2008	earliest start - 2011	
Transportation Plan Update	Feasibility Study	Alignment Study	Environmental Compliance	Design and R-o-W	Construction
Funding allocated through environmental compliance				Design and Construction Funding Package	

Further Opportunities for Involvement

- Website –
www.mdt.mt.gov/pubinvolve/greatfalls/
 - Focus Groups
 - Press Releases
 - Comment Sheets
-

Great Falls South Arterial Alignment Study



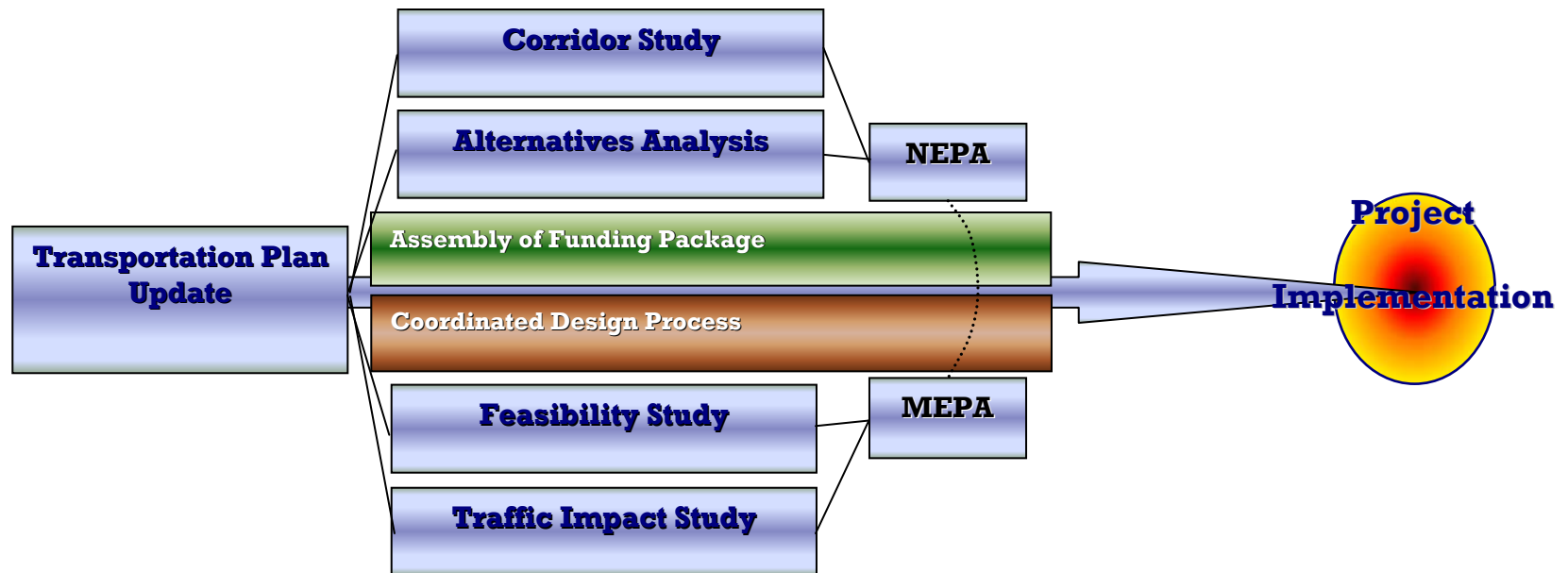
Montana Department of Transportation



Project Team

- Montana Department of Transportation
 - City of Great Falls
 - Cascade County
 - HKM Engineering
-

Project Development Process



Project History

- 1968 – Studies began
 - 1981 – Economic downturn prevented ROW acquisition
 - 1988 – “Midgetman” deployment caused Malmstrom to briefly consider arterial
 - 1993 – NAFTA gave purpose and function to arterial
 - 1994 – City and County Commissions adopt resolutions supporting arterial
 - 2000 – Arterial included in Transportation Plan
 - 2004 – Feasibility Study Completed
 - February 2007 – First South Alignment Study Public Meeting
 - Sept. 10 2007 – City of Great Falls, Cascade County and MDT Coordination Meeting
-

What has been completed to date?

- Feasibility Study Findings of Benefits from a new South Arterial
 - ❑ Improve an international and regional trade corridor.
 - ❑ Reduce congestion along 10th Avenue South and numerous other urban area arterial and collector streets.
 - ❑ Improve safety and mobility throughout the Great Falls transportation network.
 - ❑ Improve air quality by reducing congestion as well as stopping and idling times.
 - ❑ Provide additional Missouri River crossing essential for efficient emergency vehicle access.
-

Purpose of the *Alignment Study*

- To Identify Optimal Alignments for the South Arterial
 - Minimize cost
 - Minimize impacts
 - Avoid environmentally sensitive areas
 - Optimize safety and operations
-

Quantm

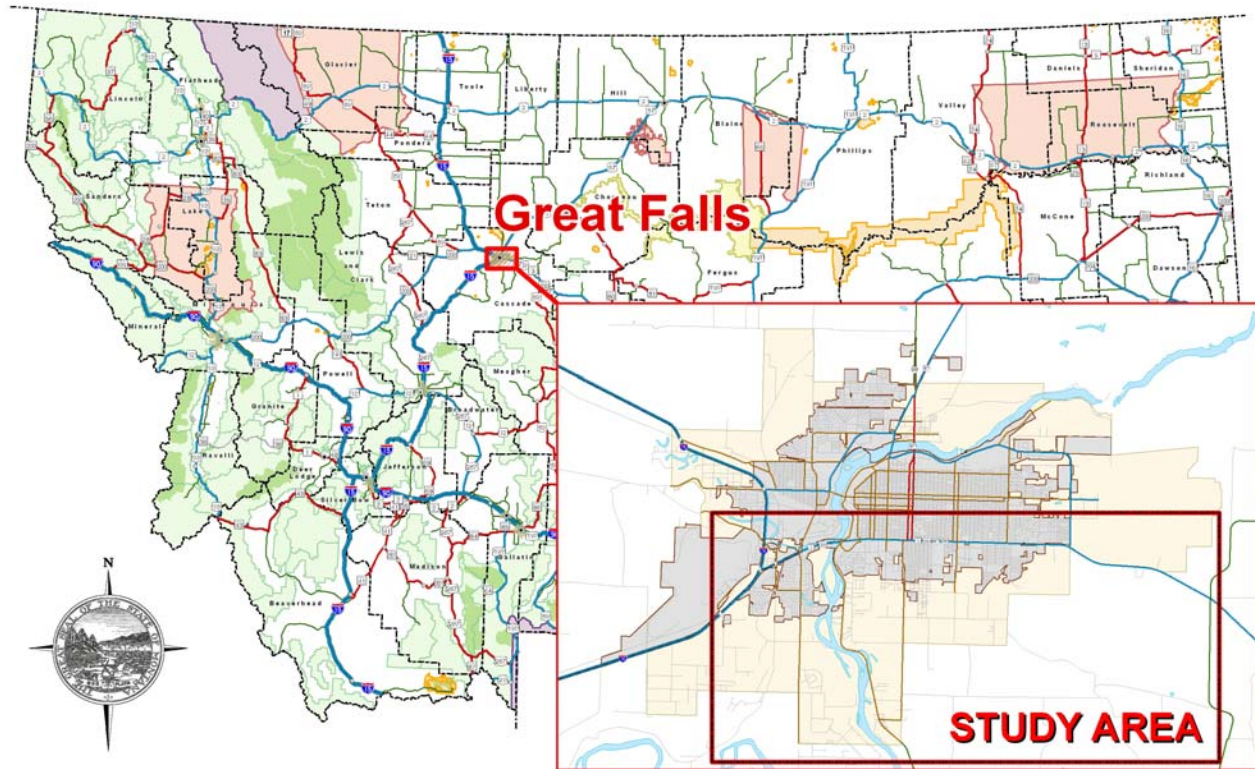
- New planning tool
 - Successfully used in other areas of the country
 - Confident in data output
-

Recent Public Outreach

The community has been talking about this project since the late 1960's.

- July 24, 2002 – Public Information Meeting #1
 - July 30, 2003 – Public Information Meeting #2
 - December 17, 2003 – Public Information Meeting #3
 - Project Web Site
 - February 15, 2007 – South Arterial Public Information Meeting #1
-

Study Area



Confirm Endpoints

Corridor Constraints



NEED UPDATED GRAPHIC

Known Constraints

- Malmstrom AFB accidental potential zones (former)
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 - Topography
-

Alignment Options

- INSERT QUANTUM GRAPHIC

Summary of Impacts

- Bullet point major differences between alignments.

Are there additional resource concerns?

Next Steps

- Continued Alignment Refinement – Quantum Modeling
 - 3rd Public Meeting to present proposed project and route location
 - Continued Cooperation between local agencies and MDT
-

Overall Schedule

I'm not sure we even want this now. Any ideas?

2000	2004	2007/2008	2008/2009	earliest start - 2009	
Transportation Plan Update	Feasibility Study	Alignment Study	Environmental Compliance	Design and R-o-W	Construction
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